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WAR NEWS.

JAPANESE SWORD FOR KING ALBERT.

It is stated that the editor of the Japanese paper *Asahi* has obtained permission to present a sword to King Albert in recognition of his valour, which approaches that of a traditional *Samurai*. The sword, which comes from the Province of Bizen, celebrated for its blades, is said to be a marvel of ancient art. It belonged to a famous provincial Governor.

ACTS OF BRIGANDAGE.

LADIES ROBBED OF THEIR ORNAMENTS.

The *Sas Van Ghent* correspondent of the *Amsterdam Telegraph* says the Germans are now even taking away from ladies passing over the Belgian frontier all their gold ornaments, such as lockets, etc. People leaving Belgium territory with money are asked if they are willing to exchange their gold, and in the event of their refusing the money found in their possession is confiscated.

BRITISH CRUISER BUILT IN RECORD TIME.

The Secretary of the Admiralty makes the following announcement:—

An interesting record in ship construction has been established in the building at Messrs. Cammell, Laird & Co.'s yard at Birkenhead of H.M. new light cruiser *Caroline*. Her keel was laid on January 26th, 1914. She was launched on September 21st, and delivered complete on December 17th, after satisfactory trials on December 15th, the contract date for delivery having been May 21st, 1915.

BATTLE OF FOUR RIVERS.

A Petrograd message on the 6th January stated that the opinion of experts is that the battle of the four rivers, as the long series of engagements on the banks of the Bzura, Rawka, Pituliza and Nida is called, may be considered ended. The Germans and Austrians have not only failed to advance in Poland but have been everywhere repulsed with heavy losses. Their attacks continue, but are now regarded as an effort to gain time, pending new operations.

There has been much hand to hand fighting in which the Russians have been invariably superior. By the occupation of Kremen, Zelenin, Seret, and Radoutz and Bukovina, on the Rumanian frontier, Russia holds the strategic railways to Western Galicia and Hungary. On the Austrians evacuating Bukovina, thirty thousand inhabitants of Bukovina and Transylvania fled to Rumania.

WOMEN'S VOLUNTEER RESERVE.

A women's Volunteer Reserve has been formed, with Lady Castlereagh as Colonel-in-Chief and the Hon. Evelyn Haverfield as hon. colonel. The corps will enrol qualified motorists, motor-cyclists, and aviators, and will specialize also in signalling, first-aid, cooking, riding and driving, etc.

The object is to train and drill suitable women to form disciplined bodies who will, in case of invasion or other contingency, be ready to assist the authorities in transport, the carrying of dispatches, and in any other way.

Four companies of women are already drilling, the average number in each company being 60. Branches have been formed at Reading, Walthamstow, Guildford, Worcester, and Derby. Lady French is hon. colonel of the Essex and Hertfordshire Battalion. The age limit is 18 to 40, and a medical examination has to be passed. Further information may be obtained from the hon. secretary, Mrs. J. C. Baker, Baker-street, W.—*The Times*.

THE GERMAN "VICTORY" AT SOISSONS.

This is how the German news agency at Washington reported what the French official report admitted to be a partial success by the Germans north-east of Soissons:—

The Germans won a brilliant victory over the French at Soissons under the eyes of the Emperor. Six villages were captured. The conditions were similar to those at Gravelotte-Saint Privat. The French lost 5,000 prisoners, 500 dead and thirty-five cannons. Their total loss is estimated at 20,000. The *Ostasiatischer Lloyd* version is as follows:—

The north-east bank of the Aisne near Soissons has been definitely cleared of the enemy, and the towns of Chézy, Crouy, Bucy, Lelong and Missy have been taken as a result of the three days' fight in which 5,000 prisoners, 14 guns, six machine guns and some revolver guns were taken and about 5,000 French left dead on the battlefield.

The Germans crossed the Aisne under the fire of the heavy French guns. These are greatly exaggerated versions of the communiqué issued in Berlin. This gave the captures as 14 French officers, 1,130 men, 4 guns and 4 machine guns.

The French communiqué explained this partial German success as being due to the destruction of bridges by the flood of the Aisne. The French official report also mentioned that the French rendered useless some guns which they were obliged to abandon, owing to the collapse of a bridge. It also mentioned that the prisoners captured by the Germans were mostly wounded, whom it was impossible for the French to remove in retreat. The French, however, captured a considerable number of unwounded prisoners, and the report added that the partial success which the Germans had achieved could not influence the operations as a whole. The French fell back only 1,800 metres and were not pursued.

To read the German messages which are put into circulation in the Far East one might suppose that as a result of this "brilliant victory" the Germans were marching triumphantly to Paris instead of gradually retreating to the Rhine.

STARVING PRZEMYSL.

HUNGER, DISEASE, AND DEATH.

The *Secolo* (Venice) publishes an interview with the Archbishop of Przemyśl, from Udine, through which places he passed on his way to Rome. He describes the situation at Przemyśl as deplorable and desperate, and says that the town cannot possibly hold out long against the superior Russian forces. Endless convoys of wounded are arriving and the hospitals are crowded. The mortality among the garrison is enormous. Stores and provisions are exhausted, and the soldiers and population are suffering greatly from hunger. The authorities, adds the Archbishop, have lost control of the town, and robbers are plundering everywhere.

"KILL ALL FRENCHMEN."

The frequently repeated story of orders issued to the German troops to kill all Frenchmen who might fall into their hands is confirmed by the following extract from a letter of a distinguished officer serving with the Indian contingent. It shows that in the diary of a captured German reservist was found an entry relating to a Brigade Order, Mulhausen, August 21st, instructing the killing of all French prisoners, "whether wounded or not."

The owner of the diary was taken during the severe fight of the night of November 23rd-24th, about four miles north-east of Lorraine. "Extract from diary of Reservist Reinhard Brenneisen, Reservist 4th Comp., 112th Regt., Mulhausen, August 21st, 1914:—

"Auch kam Brigade Befehl sämtliche Franzosen, ob verwundet oder nicht, die uns in die Hände fielen, sollten erschossen werden. Esdurften keine gefangenen gemacht werden."

(TRANSLATION). "Extract from Brigade Orders.—All Frenchmen whether wounded or not who fall into our hands are to be killed; no prisoners are to be taken."

ETIQUETTE OF THE TRENCHES.

RESPECT FOR COMMISSARIAT WAGGONS.

Monsieur Maurice Barres, writing in the *Echo de Paris*, says he is in the first line of the trenches and he has no reason to complain about their food. Fresh meat arrives daily. It only has to be cooked. When that is a trouble they prefer to eat it raw with onions to give it a flavour.

"How do you sleep?" said M. Barres. "Oh, we arrange that. We usually rest in the day and while some keep watch at night, we work at putting up barbed wire and digging trenches, taking care not to hit too hard, because at the first noise the enemy open fire. They never fire on our food wagons nor on ours, although we hear them well enough when they arrive in the silence of the evening, for on both sides we respect them."

"Similarly at night the French and German sentinels, posted well in front of the trenches, and quite close to each other, refrain from firing at each other," M. Barres adds. "Are not these customs, which spring up without an expressed agreement, sufficiently striking?"—*Reuter*.

A RESOURCEFUL RECRUIT.

A good recruiting story is told in connection with the recent rush to join the London Scottish. To appreciate the joke it should be understood that to be eligible for enlistment in the Regiment you have to prove some real connection with the "Land of Cakes." Three young Londoners who were anxious to join went together to the recruiting officer. "What's your connection with Scotland?" "Well, my wife's aunt married a Scotman," the sergeant shook his head. "Not good enough," said he. To the second recruit he said, "Have you any Scottish claims?" "Well, I'm not much Scotcher than him," was the answer, "but I've had a pair of Aberdeen terriers for three years." Again the sergeant shook his head, and with a grin told the third applicant that if he had no better claim he had better try another regiment. "Well," said the third man, "I've got a bit of property in Perth." The sergeant's eyes brightened. "You're a property owner?" "I am that," said the third man. "Get along with you to the doctor, my man," said the sergeant. The third man went, passed the doctor, and came out smiling. His discomfited friends who knew something of his circumstances demanded incredulously the particulars of his holding in the north. "Well," said he, "when I saw how you chaps were floored I remembered I sent a pair of trousers to Puller's last week, and they haven't come back yet."

WAR CORRESPONDENTS.

THE BAN AGAINST THEM REMOVED.

There is widespread satisfaction in the United Kingdom that a number of specially-selected British newspaper correspondents are now to be allowed to visit the Allied Armies in France and Belgium. In due course we shall have independent descriptions of the troops and the field of battle by trained observers. Up to the present a great many heroic achievements in this, the greatest battle of the world, have passed unrecorded. This was necessarily the case when such pictures of the fighting as we have been privileged to receive are written by soldiers whose main business is, of course, to engage the enemy. An officer or man in action can only see what goes on in his own immediate neighbourhood. He is wholly and completely unaware of what is happening in another part of the firing line, where, indeed, the vital issue of the battle is perhaps being fought out. A comprehensive view of the conflict raging over many miles of country is indispensably necessary to enable anyone to form an approximately accurate idea of the operations. This is particularly true of modern warfare in which there is so much artillery bombardment at long range and rifle fire from skillfully concealed trenches. As war becomes more and more dependent upon mechanical devices—machine guns, smokeless powder, and the like—so it loses in spectacular effect compared with the great battles of the past, and for the same reason it becomes more difficult to describe.

THE SINKING OF THE "SCHARNHORST."

A GALLANT FIGHT.

BRUJACKETS GO CHEERING TO THEIR DEATH.

The first detailed accounts of the naval battle off the Falkland Islands on December 8th between German warships and the British squadron reached Buenos Ayres on December 17th from Puerto Gallegos, Patagonia. The story of the battle was told by passengers on the British steamship *Orissa*, which arrived at Punta Arenas from Callao, Chili. Steamship passengers' war narratives have been frequent enough during the past five months for readers to be able to form their own judgment as to their reliability. The greatest tribute is paid to the men in the squadron of Admiral von Spee. The passengers say that the Germans, though greatly outnumbered and out-ranged, fought to the end, refusing to surrender. Even the German colliers refused to give up after four German cruisers had been put down and were sunk by British shells.

The crew of the *Scharnhorst*, one of the German cruisers, assembled on the forward deck when the craft was ready to sink, drew up in formation and cheered as the ship plunged beneath the waves. The *Scharnhorst* was the flagship of Admiral von Spee, and the men preserved their formation until the last. Admiral von Spee went down with his ship and men.

GERMANS FAR OUTMATCHED.

It was a formidable British squadron which faced the Germans. Included in it were the battleship *Canopus*, the battle cruisers *Invincible* and *Inflexible*, and the cruisers *Kent*, *Cornwall*, *Carnarvon*, *Bristol*, and *Glasgow*. It far outmatched in strength the German squadron, consisting of the five cruisers *Scharnhorst*, *Gneisenau*, *Leipzig*, *Nuernberg* and *Dresden*.

The German cruisers apparently were taken unawares by the British at a time when neither side was expecting an encounter. The accounts say that the Germans were on their way to seize the Falkland Islands, British possessions, when they came unexpectedly upon a lone British warship. The other members of the British fleet were taking on supplies from the neighbourhood islands at the time. Before the Germans were aware of the strength of their opponents these ships closed in on them and the fate of Admiral von Spee's squadron was soon sealed.

The British squadron arrived at Port Stanley, Falkland Islands, on December 7th, to take on supplies. The next morning the *Canopus*, which was guarding the entrance to the port, sighted a hostile warship. Four others quickly came into view and were recognised as the squadron of Admiral von Spee. The German warships had left the Chilian Islands of Juan Fernandez on November 15th for the Falkland Islands, to take possession of the islands and destroy the wireless station.

Only the *Canopus* was visible at first to the Germans, who steamed straight at her. The *Canopus* opened fire and the other British warships rushed to her assistance.

The *Scharnhorst*, *Gneisenau* and *Leipzig* formed in battle line. The *Nuernberg* and *Dresden*, however, dropped back from the firing line.

The *Glasgow* engaged the *Leipzig* and sunk her. The *Gneisenau* went down eighty miles from Port Stanley. The *Nuernberg* attempted to escape, but after a pursuit of two hours was sunk. The *Carnarvon* pursued the *Dresden* for hours, but was not swift enough to overhaul her, and the German warship escaped.

GERMAN COLLIERIES SUNK.

After the battle the British picked up 194 Germans, including a few officers. Of these survivors 100 were from the crews of the two German colliers.

The colliers which had been serving the German fleet were exposed and unprotected, by the sinking of Admiral von Spee's ships, but they refused to surrender. A few shots from each of the British ships sent them to the bottom.

The British ships had not time to coal in the Falklands before the Germans appeared, and were short of fuel. During the fight they used boats, tore out wood-work and used every scrap of wood possible on board to keep up steam.

Additional reports received from Punta Arenas state that the Captain of the *Dresden*, in telling of the fight with the British, said he knew of the result through wireless messages from Admiral Sturdee's fleet, which he had intercepted. He knew only of the sinking of the *Scharnhorst* and *Gneisenau*, however.

"It is only necessary to add," said the Captain, "that the British ships carried 12-inch guns, against our 8-inch."

The British cruiser *Cornwall*, it is reported, was damaged below the water line, but the injury was not serious. The other vessels escaped uninjured. The British losses are declared to have been eight killed and four wounded.

On December 10th funeral services were held for the dead British sailors in the presence of the commanders and crews of the squadron.

AUSTRALIA'S TRADE WITH JAPAN.

A communication from the Commercial Commissioner in the East (Mr. J. B. Sutor) to the Premier of New South Wales stated that the trade of New South Wales with Japan shows satisfactory progress. For the nine months ended September 30th, the total imports from this State equalled £1,119,354, against £1,057,041 for the corresponding period of 1912—an increase of £62,313. Mr. Sutor stated that Japan is displaying an active interest in the goods hitherto exported to Australia by Germany, and that already the exports from Japan are showing marked increases compared with previous years.

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Hongkong, 17th November, 1914. [106-8]

FRENCH LESSONS

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[205]

SIEN TING.

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Hongkong, 21st September, 1914. [92]

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Telephone No. 430.

Hongkong, 30th July, 1914. [102]

FORTHCOMING EVENTS.

Saturday, 30th Jan.—

8 p.m.—A Garden Fête in the grounds of the University.

Tuesday, 2nd Feb.—

11.30 p.m.—West Point Building Co., Ltd., Meeting of Shareholders at the Office of Jardine, Matheson & Co., Ltd.

11.45 a.m.—Hongkong Central Estate, Ltd., Meeting of Shareholders at the Office of Messrs. Jardine, Matheson & Co., Ltd.

Noon—Hongkong Land Investment & Agency Co., Ltd., Meeting of Shareholders at the Office of Messrs. Jardine, Matheson & Co., Ltd.

12.15 p.m.—Hongkong Land Reclamation Co., Ltd., Meeting of Shareholders at the Office of Messrs. Jardine, Matheson & Co., Ltd.

Tuesday, 9th Feb.—

Noon—Hongkong, Canton & Macao Steamboat Co., Ltd., Meeting of Shareholders.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

NEW ADVERTISEMENTS

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the Provost Marshal at Head Quarters Office between the hours of 10 A.M. and 4 P.M.

Hongkong, 26th January, 1915. [207]

NOTICE.

PASSES for Vessels, Launches, etc., leaving Harbour can be obtained from the EXAMINATION OFFICE, NAVAL YARD, between the hours of 7 A.M. and 4.45 P.M., except on SATURDAYS and SUNDAYS, when the Office will be closed for such business at 12.15 P.M.

Hongkong, 26th January, 1915. [208]

WANTED.

WIRELESS OPERATOR for a sea voyage. Apply—

Care of "Daily Press" Office, Hongkong, 26th January, 1915. [209]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 and 1913, and IN THE MATTER OF THE PARIS TOILET COMPANY, LIMITED (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 163 of the Companies' Ordinances 1911 and 1913 that a GENERAL MEETING of the Members of the above-named Company will be held at the Office of Messrs. F. A. AGLEN, 5, Queen's Road Central, First Floor, on TUESDAY, the 2nd day of March, 1915, at 12.15 in the afternoon, for the purpose of having an Account laid before them showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanations that may be given by the Liquidator, and also of determining by extraordinary resolution the manner in which the Books, Accounts, and Documents of the Company and of the Liquidator thereof shall be disposed of.

Dated at Hongkong, the 26th day of January, 1915.

J. HENNESSEY SETH, Liquidator. [210]

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA. SIXTEEN MILLION DOLLARS (\$16,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that, in accordance with Article 7 of the Loan Regulations, the full amount of Dollars Nine Hundred and Sixty Thousand (\$960,000), being the amount of interest on the Loan for one year, has been duly raised by the Ministry of Finance and the Ministry of Communications, and has been deposited by the Underwritten in the following Foreign Banks, namely, THE HONGKONG AND SHANGHAI BANKING CORPORATION AND THE RUSSO-ASIATIC BANK, as a permanent guarantee for the interest on the Loan.

F. A. AGLEN, Inspector General of Customs, and Vice-Chairman of the Bureau of National Loans. Inspectorate General of Customs, Peking, 15th January, 1915. [211]

TOYO KISEN KAISHA. S.S. "NIPPON MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 27th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 1st Feb. at 5 P.M. will be subject to rent and landing charges.

All damaged and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 3rd Feb. at 10 A.M.

All Claims must be filed on or before 15th Feb., otherwise they will not be recognised.

O. WURU, Acting Agent. Hongkong, 26th January, 1915. [212]

WANTED.

EXPERIENCED English-speaking AMAL, from March, for one Child of two, at outpost. Needlework essential.

Reply—Care of "Daily Press" Office, Hongkong, 26th January, 1915. [203]

DIRECTORY OF PROTESTANT MISSIONARIES FOR CHINA, JAPAN AND COREA.

On Sale at the HONGKONG DAILY PRESS OFFICE and Local Booksellers.

Prices: Cloth Cover ... \$1.25 Paper ... 0.50

Hongkong, 21st January, 1915.

PUBLIC COMPANIES

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, the 2nd February, 1915, at 11.30 A.M., for the purpose of receiving the Report of Directors together with a Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Co., Ltd., General Agents for the West Point Building Co., Ltd. Hongkong, 13th January, 1915. [160]

THE HONGKONG CENTRAL ESTATE LIMITED

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, the 2nd February, 1915, at 11.45 A.M., for the purpose of receiving the Report of Directors together with the Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, THE HONGKONG CENTRAL ESTATE LTD., A. SHELTON HOOPER, Secretary to the General Managers. Hongkong, 13th January, 1915. [159]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, the 2nd February, 1915, at Noon, for the purpose of receiving the Report of Directors together with the Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 13th January, 1915. [158]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LTD., on TUESDAY, the 2nd February, 1915, at 12.15 P.M., for the purpose of receiving the Report of Directors together with a Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 26th January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary. Hongkong, 15th January, 1915. [73]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS. THE NINETEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 9th February, 1915, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th January to the 9th February, 1915, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 19th January, 1915. [136]

THE EAST INDIA SEA AND FIRE INSURANCE COMPANY.

WE HAVE taken over the Agency of the above Company in Hongkong and are now prepared to grant policies of Insurance at the most favourable rates.

THE CHINA COMMERCIAL CO., 3, Duddell Street. Hongkong, 16th January, 1915. [179]

NOTICE.

L'UNION FIRE INSURANCE CO., LTD., OF PARIS.

WE HAVE taken over the Agency of the above Company formerly held by Messrs. SHANSSON & Co., and are prepared to ACCEPT RISKS from this date.

CREDIT FONCIER D'EXTREME-ORIENT. Prince's Buildings. Hongkong, 20th January, 1915. [191]

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that we have taken over the Stock-in-trade and Business premises lately occupied by KNOX & Co., and will in future carry on the Business of Merchants, Commission Agents and Tobacconists under the name of HONGKONG CIGAR STORE.

Hongkong, 22nd January, 1915. [199]

INTIMATION

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE ...	\$30.40	\$2.85
* B. SUPERIOR OLD COGNAC ...	33.70	2.90
* WATSON'S XXX COGNAC ...	34.80	3.00
* WATSON'S XXX COGNAC Half bottles 2 doz.	37.00	1.60
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ...	40.30	3.45
D. VERY FINE OLD PALE LIQUEUR COGNAC ...	46.80	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR ...	52.40	4.55
E. FINEST OLD BROWN BRANDY ...	53.50	4.55
MARIE BEZARD and ROGER'S FINE PALE COGNAC ...	31.50	2.65
S. V. F. V. O. COGNAC ...	79.70	6.65
V. O. L. 60 Years Old ...	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old ...	107.50	13.15

* These Brandies bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO., LIMITED,

HONGKONG AND CHINA.

Hongkong Office: 10A, DES VOGES ROAD C. LONDON OFFICE: 101, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 26TH, 1915.

NAVAL SPECULATIONS.

A CORRESPONDENT of *The Times*, lately in Germany, wrote that the talk of Lubeck as well as of most towns along the coast was naturally chiefly about the Navy and its work, and how they have made up their mind to destroy the English Fleet! Remembering the disastrous results to a German squadron which followed from an encounter with British ships in the Bight of Heligoland at the end of August, and also the destruction of the Falkland Islands early in December of four of the best ships of the German squadron which at that time was engaged on a commerce-destraining mission in the South Pacific and South Atlantic, one would scarcely expect to hear that the German people were at all optimistic regarding the destruction of the British Fleet. At all events the result of the latest naval engagement in the North Sea should do something to weaken what faith exists among the people of Germany in the success of any such enterprise. Three of Germany's Dreadnoughts and the armoured cruiser *Blucher* were in this naval action, but they showed no inclination to set about the task which is reserved for them in the public mind of Germany. As soon as they sighted the British squadron coming up to give action, the Admiralty report says "the enemy immediately made for home at high speed." The *Blucher*, however, was sent to the bottom; two other ships were seriously damaged and might have shared a similar fate had they not been so close to an area where "the danger of German submarines and mines prevented pursuit." No British ship was lost, and while reports yet to hand show that not one man was killed on the *Lion*, and only eleven wounded, it is perhaps too much to expect that all the other ships have come scatheless out of a "well-contested fight" with some of the most powerful ships of the enemy's fleet. Facts like these make us doubt whether the reported confidence of the German people in the ability of Germany to

destroy the British Fleet is shared in German naval circles. And it is also questionable whether the German people quite believe all they say on the subject, for we note that the correspondent who has given to the *Times* his impressions of a visit remarks that "in the coast towns especially a strong feeling is beginning to appear against keeping the fleet within strictly fortified harbours without trying to engage the enemy on a much larger scale." The contemplated raid on the English coast which was happily frustrated on Sunday, as well as the more successful but senseless raid on Scarborough and Whitby a month ago, were doubtless intended as some concession to German public opinion. After Sunday's action, however, it is unlikely that there will be the same enthusiasm in Germany for such enterprises, and the German people will probably be rather inclined to follow the latest lead of Grand Admiral Tirpitz and base their hopes on doing England harm by means of a submarine war on commerce, an enterprise which seems to have been commenced by the sinking of the British steamer *Durward* by a German submarine.

Grand Admiral von Tirpitz, in an interview he accorded at Berlin last month to a representative of the United Press of America, remarked "America has not raised her voice in protest, and has done little or nothing against the closing of the North Sea to neutral shipping. What would America say if Germany should declare a submarine war against all enemy trading vessels?" Admiral von Tirpitz declared that Germany could play against England and her Allies the same game as England is playing against Germany by torpedoing every English and Allied ship that nears that British coasts; and thus cut off the greater part of British food supplies. This would be practicable, he added, since Germany is superior to England in the number of large submarines. The leading American papers have given no hesitating answer to the question asked by Admiral von Tirpitz. They doubt in the first place its feasibility so long as present naval conditions prevail. As the *New York Tribune* says: "If German submarines had succeeded in seriously crippling the British Fleet or had accomplished anything noteworthy in its harbour raids, the suggestion would hold a real peril. The facts, unfortunately for this piece of fiction, are all the other way." *The Sun* points out that, unless the Germans are prepared systematically to violate a fresh set of international canons, submarines could not be used against merchant vessels, inasmuch as they have no means of rescuing the crew, to say nothing of neutral cargo. It must, we think, be fairly obvious to everyone that if Germany could succeed in "cutting off the greater part of British food supplies" she would not have neglected a step of so much importance for six months. In her despair of doing anything better Germany is evidently inclined to take the risk now. The recent case of the sinking of the steamer *Durward* shows that the Germans are not troubled greatly by considerations of what international canons may have to say on such a subject. The only deduction to be drawn from the statements of Admiral von Tirpitz is that the hopelessness of the struggle for Germany is recognised. A submarine war on commerce is not the act of a confident enemy, and the answer reported to have been given by Admiral von Tirpitz to the question how long the war will last shows how little confidence in the final victory of Germany remains. "That," he said in answer to the question, "depends upon England. People say that England wants war to the knife. If England insists upon it we are at her service, but there are many who hope that England will be sensible and hear the voice of reason." The obvious retort to this is: when is the voice of reason to be heard? Certainly it has not yet been heard from Germany.

A mail for Europe via Siberia closes to-day at 11 a.m.

Mr. George MacBain, partner in the firm of Boustead & Co., who for a number of years has been manager of the Penang branch, left for Home on Friday on retirement from the firm.

Three Chinese cases of diphtheria and one of enteric fever were reported in the Colony last week. All proved fatal. One case of small-pox was also reported, the patient being a Japanese.

The annual meeting of seafarers and subscribers of St. John's Cathedral will be held in the City Hall at 5.30 p.m. to-day, when an announcement will be made with regard to the appointment of an Assistant Chaplain, and it is hoped that all who are interested in the work of the Cathedral will endeavour to attend.

Dr. Wu Ting Fang arrived in the Colony yesterday by the *Nippon Maru*.

The Norwegian steamer *Figer* has obtained a two years' time-charter on the Bangkok-Singapore run, for Khoo Seng, says the *Siam Observer*.

The Police have been informed by Mr. C. A. S. Russ, solicitor, that on Saturday some person stole from the solicitor's room at the Supreme Court a lounge coat, valued at \$10, containing a pipe, pouch and cigar case.

Information has been received in Shanghai that Captain Hilton-Johnson, Deputy Superintendent of Police, has been granted the temporary rank of Major and joined the 10th Battalion Yorkshire Regiment. The following have also joined the same Battalion as 2nd Lieutenants: V. D. K. Craddock, W. B. Cornaby, T. R. Evans and N. Such. Mr. B. S. Lawrence, it is understood, has joined the Westminster Dragoons and is by now on his way to Egypt to join the regiment.

A notice of much interest and importance to subscribers to the National Loan of the third year of the Republic of China (a loan of \$16,000,000) appears in our advertisement columns over the signature of Mr. F. A. Aglen, Inspector-General of Customs and Vice-Chairman of the Bureau of National Loans. The sum of \$980,000, being the interest on the loan for one year, has been raised and deposited in the Hongkong and Shanghai Bank and the Russo-Asiatic Bank as a permanent guarantee for the interest on the Loan.

HONGKONG STEAM LAUNCH PIRATED.

ITALIAN SISTER ROBBED.

A well-planned and successfully-executed piratical attack occurred on Thursday last on the Hongkong steam launch *Kung Hong*, belonging to the Pak Hang Steamship Company. The launch, which is a launch of the river-boat type, left Hongkong on her usual run to Swatow, in the Hoi Fung district, carrying 14 first-class passengers and 41 steerage passengers, among them being Sister Maria Biffi, of the Italian Convent, who is in charge of the foundling home at Hoi-fung. On this occasion the Sister was conveying with her a sum of about \$1,000 to be expended in connection with the ordinary current expenses of the foundling home, and it is assumed that this became known to pirates in Hongkong.

The attack was made when the vessel was between Pin Hoi and Mak Heung, near Yam Chi. Four of the first-class passengers suddenly produced revolvers and other weapons, and threatened the lives of the crew and other passengers if they did not obey their commands. The boat carried two Indian watchmen, and these came up from below, but they were seized by the pirates, and their revolvers taken from them. Then the watchmen, comrade, crew, and passengers were forced to go into the hold. A large number of the second-class passengers then threw off their rôle of peaceful passengers and assisted their piratical colleagues in the ransacking of the boat, after which the boat was grounded and the robbers escaped.

When the unhappy passengers and crew ventured to make their appearance on deck they discovered that practically everything of value that was movable had been taken away. Altogether the pirates got away with about \$4,500 worth of property, in money (including Sister Biffi's \$1,000), jewellery, clothing, and goods. The pirates must have numbered 23, as of the total number of passengers taken on board in Hongkong only 11 remained after the pirates' departure.

Subsequently the piracy was reported to the Chinese gunboat *Kuang Yui*, and, later, to the Hongkong police. Representations have been made to the Italian Consul-General (Chevalier Volpicelli), and it is hoped that the Consul will in turn make strong representations to the Chinese authorities and obtain redress and compensation for the Italian Sisters.

ARMED ROBBERS ASSAULT WOMEN.

At about 7.30 o'clock on Saturday night four armed robbers entered the top floor of a house in the Praya East. Two Chinese women who were in the room were attacked and wounded, while a Japanese, who came up in answer to the women's cries, was stabbed in the abdomen. All three were removed to the Government Civil Hospital. Two men, alleged to be of the thieves' gang, were apprehended, and were placed in the cells in the basement of the new Police Station.

What was apparently a daring attempt to set one of the men at liberty has now come to light. Early yesterday some person came along the corridor and smashed the lock of the alleged robber's cell. The attention of an Indian was called to the matter, and the broken lock was substituted by a new one.

It may be explained that a number of Chinese workmen are still employed on the new building, and access to the corridor leading to the cells would present no great difficulty.

CHINESE TELEGRAMS

["DAILY PRESS" EXCLUSIVE TELEGRAM.]

WAR ZONE IN KIAOCHAU.

JAPANESE OBJECT TO ITS CANCELLATION.

PEKING, January 26th.

Peking is surprised at the objection of the Japanese to the cancellation of the war zone at Kiaochau. The Chinese Government declared the zone of its own volition, and contends that it is entitled to cancel the same without consulting Japan. The war at Kiaochau is ended, and therefore the zone terminates automatically. Japan preserving the zone for her own purposes.

It is believed that Japan on Saturday submitted further demands.

[FROM THE "CHUNG NGOI SAN PO."]

STAMP DUTY IN CHINA.

PEKING, January 25th.

The Diplomatic Corps has agreed to the payment of the Chinese stamp duty by foreigners resident in China.

AGAINST INCREASED LAND TAX.

PEKING, January 25th.

The people in the provinces are protesting against any increase in the Land Tax.

CLEMENCY TO REBELS.

PEKING, January 25th.

Clemency to rebels is to be shown only when they appear personally to ask forgiveness. Petitions by mail will not be considered.

REACTIONARY EDUCATIONAL PROPOSAL.

PEKING, January 25th.

Councillor Ching Sui-tah has asked the President to abolish the lower schools, restore the provincial examinations and to protect and encourage private schools.

CANTON FINANCIAL OFFICIAL CHANGED.

PEKING, January 25th.

The Director of Finance at Canton, Yim Ka-che, is to be transferred to Honan, and Kung Sun Ming appointed to Canton in his stead.

GIFTS FROM HONGKONG.

CLOTHING FOR WAR REFUGEES.

LADY LUGARD'S ACKNOWLEDGMENTS.

The following letter has been received by Lady May from Lady Lugard, who is a member of the War Refugees Committee in London:—

General Buildings, Aldwych, W.C. 18th December, 1914.

DEAR LADY MAY.—Thank you all so very much for the two large parcels of clothing which have already arrived in England. I sent them yesterday for the use of 70 orphans who have been through most terrible sufferings, wandering for three months in the hedges and ditches of Flanders and Holland, sleeping sometimes in the open and often without anything to eat. They have landed in England and we have taken them into a hostel, where your clothes will help at any rate to cover them and to begin the process of consolation which will, I hope, soon remove from their childish hearts the remembrance of all that they have suffered.

Yes! We have been very busy with this Refugee work, and the scope of it goes far beyond orphans, such as those that I have just described, to people of the very highest rank who are for the moment as destitute as the orphans. This last class constitutes our most difficult problem, and I am trying to raise a private fund for the purpose of acquiring hostels of the better class in houses which are freely lent to us by friends in London. It is of course rather expensive to keep a house going for 40 or 50 people of the upper classes. They are charming about wishing everything to be most simple, but even simple comfort costs a good deal.

At the other end of the scale I have also a private fund for supplying small comforts to the very poor in the Government Refuges. We give needles and cotton, hairpins, tobacco, playing-cards, wool for knitting and other small things so as to relieve to some extent the discomfort in which the poor dears arrive at the end of their sorrowful pilgrimage. The Government finds food and shelter for this class, and we are only concerned with drafting them afterwards into the hospitality which the country offers, helping them to get work and comforting them as we can while they are passing through our hands.

If anyone in Hongkong is at all inclined to send money for either of these funds, it will be most gratefully received. Possibly some might like to contribute. If they would be so kind, and will send it to me, I will take care that it is administered to the very best of its capacity.

THE WAR.

GERMAN NAVAL RAID INTERCEPTED.

"BLUCHER" SUNK: TWO OTHER VESSELS SERIOUSLY DAMAGED.

BRITISH CASUALTIES SLIGHT.

[THROUGH REUTER'S AGENCY.]

WELL-CONTESTED NAVAL FIGHT.

GERMAN ARMoured CRUISER SUNK.

LONDON, January 24th.
8.55 p.m.

It is officially announced that a German Naval raid was intercepted in the North Sea, and that the armoured cruiser *Blucher* was sunk, two others being seriously damaged.

LATER.

The Admiralty announce that in the early morning a British patrolling squadron of battle-cruisers and light cruisers, under Vice-Admiral Sir David Beatty, and a destroyer flotilla, under Commodore Tyrwhitt, sighted four German battle-cruisers and several light cruisers and a number of destroyers, apparently making for the English coast. The enemy immediately made for home at high speed.

They were immediately pursued, and in action they joined at 9.20 the battle-cruisers *Lion*, *Tiger*, *Princess Royal*, *New Zealand*, and *Indomitable* on the one hand, and the *Derfflinger*, *Seydlitz*, *Moltke*, and *Blucher* on the other. A well-contested running fight ensued. Shortly after one o'clock the *Blucher*, which had previously fallen out of the line, capsized and sank.

Admiral Beatty reports that two other German battle-cruisers were seriously damaged, but they were able to continue their flight and reached an area where the danger from German submarines and mines prevented pursuit.

LATER.

No British ship was lost and the casualties among the personnel at present reported are slight.

H.M.S. *Lion*, which led the line, had only eleven men wounded and none killed.

There were 122 men of the *Blucher* rescued out of 385. Possibly more were saved.

No reports of any destroyer or light cruiser fighting have yet been received, though some fighting has apparently taken place.

The German armoured cruiser *Blucher*, which was sunk, was completed in 1910. She was built at Kiel, and had a displacement of 15,550 tons. Her speed was 25.3 knots, her complement 347, and her main armament twelve 8.2 inch and eight 5.9 inch. She cost £1,200,000. The other German battle-cruisers, of which the *Moltke* (23,000 tons, ten 11-inch guns, 25 knots speed, sister ship to the *Goben*) was the smallest, are among the most recent and important additions to the German Navy. The *Derfflinger* which was laid down in 1911 carries eight 12-inch guns, and the *Seydlitz* ten 11-inch guns. Both these ships have a displacement of about 25,000 tons. The British ships named have between them 48 big guns, half of that number being 13.5 inch, and the remainder 12-inch.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

UNSUCCESSFUL GERMAN ATTACK.

LONDON, January 25th.
3.40 a.m.

A Petrograd official *communiqué* says:—

On the right bank of the Vistula there were unimportant engagements on the 23rd inst. from Radzanovo to the Vistula in the region of Borlinoff and Goumine, where a German attack was repulsed with loss.

An attempted Austrian advance in the region of Jaslski in Galicia was repulsed with heavy loss.

There was an artillery duel all day on the 22nd inst. near Kimpolunga in Bukhovina.

[THROUGH REUTER'S AGENCY.]

[THROUGH REUTER'S AGENCY.]

GERMAN ATTACK FRUSTRATED.

CONCENTRATIONS SCATTERED WHILE FIXING BAYONETS.

LONDON, January 24th.
5.30 p.m.

To-day's Paris *communiqué* says:—
The enemy in the Nieuport and Lombartzyde regions violently bombarded new positions we had captured, and the enemy then prepared for an infantry attack, which he was, however, unable to deliver. Our artillery indeed scattered his concentrations which were preparing to fix bayonets.

There have been artillery engagements at Ypres and also in the vicinity of Vermelles, the Germans being compelled to evacuate a trench.

Our guns in the Valley of Aisne and Esther silenced or demolished several German guns, obliged enemy aviators to turn tail, and destroyed some works near Soupir and Houtebise.

Our artillery sustained a continual and effective fire on the enemy's works at Prunay, Sovain, Perthes, Beau Sejour, and Massignes, and northward of Villers-Tourbe.

The infantry action was continued in the region of Fontaine Madame and St. Hubert in a section of advanced trenches which have been several times lost and re-captured in the last 48 hours.

We progressed at Hartmanns Weiler district on our right, despite the difficult character of the ground.

The Germans near Steinbach indulged in a violent bombardment, and then charged, capturing one of the advanced trenches, which, however, was recaptured by a vigorous counter-attack.

LONDON, January 25th.
2.05 a.m.

The Paris evening *communiqué* says:—
The Germans violently bombarded the district north of Zillebeke. There was a sharp fusillade near Chateau Harntag, but there were no infantry attacks.

Some shells were fired into Arras. There was a fusillade north of Arras, and the enemy fired numerous bombs into the La Boisselle region in Albert, but our artillery compelled him to cease fire.

There was rather a sharp fusillade in the direction of Cernuy.

The fighting in the region of Four de Paris in Argonne is ended. We maintained all our positions except for fifty metres of a trench which was demolished by the enemy's heavy bombs.

The struggle in Alsace continued to-day in the regions of Uffholtz and Hartmanns Weilerkopf, where we are close to the enemy's wire entanglements. No news of the fighting has yet been received.

[FRENCH GOVERNMENT CABLES.]

GERMAN AEROPLANES OVER DUNKIRK.

LONDON, January 23rd.

Numerous German aeroplanes flew over Dunkirk, dropping bombs. They were pursued by Allies' aeroplanes. The *Albatross* was hit in its motor, and two aviators were taken prisoners.

GENERAL.

[THROUGH REUTER'S AGENCY.]

FRENCH WAR MINISTER IN LONDON.

IMPORTANT CONFERENCES WITH BRITISH MINISTERS.

LONDON, January 24th.
8.55 p.m.

Reuter learns that M. Millerand, the French War Minister, left for Paris to-night after a visit to London.

A conference with Lord Kitchener on military matters disclosed complete accord on all points, and also prepared the way for a settlement of important provisioning questions.

M. Millerand and Lord Kitchener visited troops in the vicinity of London and derived encouragement from the impression.

M. Millerand also had meetings with the Prime Minister, Sir Edward Grey, Mr. Winston Churchill, Mr. Lloyd George, and Lord Haldane, further demonstrating the close understanding between France and Great Britain.

M. Millerand, in a parting letter to Lord Kitchener, dwells on the spirit of resolution animating the Government and people of Great Britain, and says that he could not have imagined the results already demonstrated under Lord Kitchener's energetic and skilful impulse. Confidence in the Allies must be increased thereby.

PORTUGUESE CABINET RESIGNS.

LONDON, January 25th.

A telegram from Lisbon says that the Cabinet has resigned.

[HAVIS SERVICE.]

ROUMANIA MOBILIZES.

GERMANY PROTESTS AGAINST THIS "HOSTILE ACT."

PARIS, January 23rd.

The Petrograd correspondent of *The Times* reports that Germany has lodged a protest against Roumania for the mobilization of her Army, adding that she considers this as an hostile act on account of the news being officially unconfirmed.

[BRITISH FOREIGN OFFICE CABLES.]

PROTECTION OF HOLY PLACES OF ISLAM.

An Imperial proclamation declaring that the holy places of Islam will be protected by the Allies, and the permission given by Vi oy allowing foodstuffs to be exported to Hedjaz, have been received with gratitude in India. Representatives of Jeddah, Lingah, Bahrein, Kowest and Mosul have waited on the Governor of Bombay and earnestly expressed their thanks.

[THROUGH REUTER'S AGENCY.]

UNITED STATES AND THE WAR.

LONDON, January 24th.
12.50 p.m.

A telegram from Washington says that Mr. Bryan has issued a straightforward and vigorous reply to charges made by German sympathisers that the United States has been showing partiality to the Allies. Mr. Bryan affirms that the Germans and Austrians appear to assume that some obligation rests upon the United States to prevent all trade in contraband, thus equalising the difference due to the relative Naval strength of the belligerents. No such obligation exists, and it would be an unneutral act and an act of partiality on the part of the Government to adopt such a policy.

NEW GOVERNOR OF INDO-CHINA.

LONDON, January 25th.
7.45 a.m.

M. Roume, ex-Governor of French West Africa, and not M. Baudin, as previously announced, has been appointed Governor of Indo-China.

NEW CHIEF LIBERAL WHIP.

LONDON, January 25th.

Mr. J. W. Gulland, M.P., a Junior Lord of the Treasury, has been appointed to succeed the late Mr. P. H. Illingworth as Chief Ministerial Whip.

LATE TELEGRAMS.

[FROM SOUTHERN PAPERS.]

POSITION OF ARMIES IN POLAND.

GERMANS CONCENTRATED IN A TEN-MILE ZONE.

LONDON, January 13th.

A message from Petrograd says the German offensive in Poland is concentrated in a narrow zone ten miles wide, thirty miles west of Warsaw, where two Army Corps are operating with many heavy guns.

The German line practically follows the right bank of the Rawka River. The principal bone of contention seems to be the Bolimoff woods which the Germans are straining every nerve to possess.

According to the statements of prisoners, the Germans are hopeful of piercing the Russian lines if they establish themselves at Bolimoff. Despite the fiercest fighting, with enormous loss and almost unceasing bombardment, the Germans have made no serious headway. One night, thirteen consecutive attacks were repulsed. The enemy, coming on in close formation, were literally mown down. After the tenth attack the bodies were piled so high that they impeded the view of the Russians, who were obliged to heap the bodies in such a way as to form embrasures for the machine guns.

WAR AND WATER.

DIFFICULTIES IN THE TRENCHES.

LONDON, January 11th.

Eye-witness at Headquarters says:—
The weather is still warm, but there are deluges of rain and the water problem is troubling both sides. Continual baling and pumping is necessary in the trenches, and it is most difficult to pump the muddy water, but the difficulty is being overcome. It is believed the Germans are pumping by means of electricity from Lille. They have unsuccessfully attempted to pump the water from their trenches into ours. Aviators report that whole districts of south Belgium are flooded, the Scheldt and the Lys having overflowed.

Our artillery on the 4th inst. exploded an ammunition wagon on magazine in the enemy's lines south of La-Bassee and silenced a German battery. The enemy's artillery was more active on Tuesday, but ours was superior and checked the bombardments of our trenches. The Germans on Wednesday heavily shelled the suburbs of Arrmentieres. We continued to progress steadily on the right despite the waterlogged ground. Information regarding the prevalence of typhoid in the enemy's trenches continues to be received.

NO TIME FOR SPORT.

VARSITY BOAT RACE ABANDONED.

LONDON, January 13th.

The Inter-University boat race has been abandoned for the first time since 1856.

THE INVASION OF ENGLAND.

Those who dread the German invasion of England would do well to remember that the enemy can never succeed so long as the British Fleet maintains command of the Sea. An army afloat in transports is not an army at all; it is a crowd of disciplined men who cannot defend themselves against attack by naval guns and torpedoes. Even if German transports conveying 100,000 or 200,000 troops contrived to reach Great Britain's shores unperceived—to elude the observation of the British Fleet—it would take a long time to disembark men, guns, horses, and munitions of war, and no vigilance could prevent our submarines creeping near enough to catch the bold invader and cripple or even utterly destroy him. But suppose we concede a landing. On this point Dr. Miller Maguire, the well-known strategic expert, writes as follows in "T.P.'s Great Deeds of the Great War":—

Whether would the invading force wend its way?—how would it be fed?—how would its enormous expenditure of ammunition be replenished? There is no need to emphasise the oft-repeated saying of von Moltke that he could draw up many plans for invading our isles, but none for getting home again. It is not generally known that no fewer than 180,000 German troops were required to guard the homeward railway line of communications in France in 1870, and that, if the Lagan tunnel and a few other important railway posts between Paris and Chalons and Metz and Strasbourg had been destroyed by the French, the invaders would have had to capitulate to starvation long before Paris yielded. There are no precedents of really effective raids that produced permanent effects in modern history.

There is not one point in England north of the Thames suitable for any manoeuvres by half a dozen big ships of the great transport-liner type; and as for landing one Army Corps and its guns and baggage on any beach, as in the case of the peace manoeuvres at Clacton some years ago—the idea would be scorned by none more sincerely than by the able staff officers of the German naval and military forces, who are not ignorant of the discussion as to Napoleon's plans, nor as to the elaborate French plans of 1895, which came to nothing so soon.

CONSCRIPTION IN HONGKONG.

SHAKING UP THE SHIRKERS.

(COMMUNICATED.)

It was written because the man who is in the Reserves, and who is past fifty, told me about the youths who went to play golf while he went to the field-day. That one fact set me thinking. Enquiries were made; various instances of shirking seemed to reveal themselves. Finally, an emphatic Volunteer told me the following story:—

"When the war broke out I was a private in the Engineer Company. Why I ever joined that particular Company I don't know—it was hard enough to get into it, for at every hand's turn I was strongly advised to go in for the Artillery or try for the Scouts—anything except the Engineers. Perhaps I wanted to know something about electricity, or it may have been that it was just chance; but, whatever the reason, as soon as I saw how very determined they were at Headquarters that I shouldn't join the Engineers—well, you know what I mean when I say that that sort of thing gets my goat! Anyway, I did join—never my mind when, but in time to have some sort of training before Willie went wild. It was quite good fun at first. Decent enough people to deal with, and an annual outing on the searchlights. We didn't take things very seriously—always plenty of R.E.s. about to tell us what to do, and we had the feeling that they always would be there. Mistake number one."

"Then war broke out. The fun commenced with a vengeance. Two nights out of three on duty on the lights; some of us in the engine-room where the thermometer stood around 120 and where the taste of oil made you hate the thought of sardines. Some of us were on the lights." (Details must be omitted, but my friend Sapper Blank, or any other sapper, will fill in details with adjectives.) "That's five months ago, and since that time it's been a case of two nights on duty and one night off. Of course, there's the day's work to be done as well. 'Business as usual' and all that sort of thing from the people who have never missed a night between the sheets in their lives. When I go off at five o'clock for my night's watch I see plenty of men who ought to do their share of the defence work going to their homes or the Club, and that's what makes me think that there ought to be conscription."

Then came the complaint that some of the young fellows in Hongkong were playing golf while the older ones were training at Fanning. Finally, three specific instances were submitted—young men in this Colony who are not officers in multi, but who had never lifted a finger since the war broke out, and who, apparently, are still allowed to continue in their indolent selfishness, while their countrymen are dying in the trenches to save them and their kith and kin.

The correspondence has shown quite clearly what the general public thinks. At the outbreak of the war H.E. the Governor (whose most severe critic could never truthfully call a shirker) made an appeal on behalf of the local Volunteer and Reserve forces. Later on he circulated a most interesting pamphlet, entitled, I believe, "God's Test by War," or something similar, which told us that almighty God sent wars to test our characters, and make us good. The logic of the pamphlet was, perhaps, beyond some of us, but, at any rate, we all felt satisfied that the Government had given the lead—public opinion would do the rest. But we reckoned wrongly. Either people are too lenient in the East or these young gentlemen are too thick-skinned.

"And if a man is not a member of the local Volunteer force" (says a correspondent who signs himself "Shirker") "wherein lies the sin of playing golf?" The "sin"—it certainly is a sin to shirk at the call of duty. If it be true, as most of us believe, that "greater love hath no man" than that he lay down his life for his fellows, yet it is also true that greater dishonour hath no man than that he fails in a national crisis like the present. "Shirker" must join the Volunteer Engineer Co. He will have the satisfaction of knowing that by so doing he "can liberate regulars now engaged in the defence of this Colony." But "Shirker" will not do so; he will funk the two nights out of three on the searchlights.

He will explain that he is not an Engineer. You may reply that many of the men now doing the night work are not engineers. It doesn't require much intelligence to pick up the routine work. "Shirker" may be modest once again and doubt his ability to turn a handle. But, at least, let him offer.

THE DOCTOR'S DILEMMA.

Let us now take the case of Dr. Montagu Harston. He explains that he is isn't really a shirker, although it occurred to him that when some of his

friends read the article appeared might be against him. Five times did he offer to go to the front, and five times did the adamant authorities refuse his services. Therefore, he argues, he cannot truthfully be called a "Shirker," although superficially things are against him, as he has no uniform and no gun, and never appears on the parade-ground.

This particular case is submitted for the inspection of us all; it is rather like a challenge. If it is to be subjected to a cold scientific analysis, let us at once give rein to our emotional nature and shout "Hurrah" for anyone who has offered to man the trenches. Let us go further, and say, quite bluntly, that while there are plenty of young unmarried men who have not joined the colours, no one could accuse this father of a family of "shirking" if he had not offered himself as food for powder in France and Belgium. (One assumes, of course, that the offer was to go in any capacity, and that it was not made with limitations, such as taking charge of a hospital, etc.) But still, he did make the offer. His practice, his age, his wife, his children and his other ties were a secondary consideration; his country came first. It was a step that few men in his circumstances would have taken—those of our countrymen who have done as much are, indeed, patriotic.

Think for a moment what an effort it must have meant, to make an offer of that supreme sacrifice. And think what a little thing, by comparison, it means to offer to stay out two nights a week on the Stonecutter's searchlights. In the one case you have the prospect of week after week in the deadly trenches—shot and shell to take their toll of life, a one-in-a-million chance of death or disablement for life every six months, according to the pension figures. But the shot and shell are not the worst. Picture to yourself men past the meridian of life in the flooded trenches for weeks; it doesn't require a course of training in medicine to know that rheumatism, enteric, and the other diseases would badly hit those of us who are used to the little comforts of life. And if that risk was stoically faced, conjure up—no, let us screen those sacred thoughts of the suffering inflicted upon others during the long years, or even months, of danger, while they waited and waited.

Weighed in the balance against all that, the two nights a week on Stonecutter's seems like a feather weighed against an anchor. Cold analysis tells us that "the firm" must have spared him altogether if the War Office had accepted the offer; they must surely see that ridicule will meet excuses that he cannot now be spared for two nights a week. I do not wish to publicly reveal the business of every "hong" or institution in the Colony, although that would be exciting; but Dr. Harston has thrown down the gauntlet. Can he avow that any patient would even suffer—oh! they might be "inconvenienced," but in Britain and Belgium tears of blood are flowing, and "convenience" is a word which war has obliterated—would any patient suffer if Dr. Harston and all of his partners joined the Volunteers, Reserves, or even did two nights a week on Stonecutter's Island, so that some of the Volunteers might sleep in their beds three nights a week instead of two?

History abounds with such cases. "How went away sorrowful, for he was a young man with many possessions." One pictures the earlier struggles. The prospect of Death, under dramatic circumstances, for this great Teacher could possibly be faced, but to sell all one's goods and give to the poor... What a tame ending to the story.

Let us be just, even in our anger. Perhaps when the writer penned his flaming protest against the young men who shirked, he himself felt that, in the past years he, too, had failed. Of course, he learnt to shoot and to drill and to apologise for taking his duty seriously. He now feels ashamed that he has done so little. He offers a very sincere apology to Dr. Harston that the lines of condemnation directed at young men—youths between twenty and thirty who have volunteered for nothing—that such condemnation was possible of application to one who had offered the supreme sacrifice. For, humbly and with sorrow it must be confessed, had we to change places, there is one man who would have failed where the other succeeded. And yet the dreary drudgery of daily small sacrifices may, perhaps, be counted as something by those invisible hosts who now look down upon a world torn with anguish.

The last word is almost written. If it is possible, never again will I make public a protest against these young men who shirk and are accepted as members of the Golf Club, of which H.E. the Governor is President. The wrong cries out aloud; an apathetic Golf Club committee may be galvanised into action; a dormant public opinion may make such things impossible. At present both these have failed. While some of the men of the Colony are doing defence work two nights out of three there are youths who have never even joined the Volunteers. They have not lifted a finger to ease the burden for their fellows; they have not even had the decency to show a respect for those who have died that they may live. Therefore, there remains only salvation by conscription.

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Hongkong, 1st January, 1915. [36]

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Apply to—
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Hongkong, 27th October, 1914. [104]

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[64]

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Scalp in One Mass. Hair Threatened to Fall Away. Used Cuticura Soap and Ointment. In Two Weeks Head Regained Former Aspect.

90, Bramble St., Plymouth, Sheffield, Eng. "The trouble began by an itching in the head from which I could not keep my fingers. Steadily my scalp developed into one mass of itching watery pimples and my hair threatened to fall away. The itching pimples contained a watery matter which spread the disease all over my head when fingered. I kept my head well washed and clean but this seemed to do no good. "The disease must have been about seven weeks old when I came across the Cuticura advertisement in the paper. I therefore sent straight away for a sample of each and following the directions enclosed I washed the head with the Cuticura Soap, thoroughly dried it and applied Cuticura Ointment. In a few days my head underwent a complete change, the pimples dried and fell off in scales, the hair remained firm and in about two weeks time my head regained its former aspect, thanks to the Cuticura Soap and Ointment." (Signed) Lawrence Pettiford, Jan. 23, 1914. "A Child born with Cuticura Soap baths, and when assisted by Cuticura Ointment they mean skin health in infancy and childhood, and freedom in the majority of cases, from skin and scalp affections in after life. In purity and fragrance Cuticura Soap and Ointment satisfy the most discriminating."

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FUTURE GOVERNMENT OF EGYPT.

GREAT BRITAIN AS TRUSTEE.

The Acting High Commissioner in Egypt has addressed the following letter to Prince Hussein, the new Sultan of Egypt, on behalf of the British Foreign Office:—

CAIRO, December 19th, 1914.

Your Highness:—

I am instructed by His Britannic Majesty's Principal Secretary of State for Foreign Affairs to bring to the notice of Your Highness the circumstances, preceding the outbreak of war between His Britannic Majesty and the Sultan of Turkey and the changes which that war entails in the status of Egypt.

In the Ottoman Cabinet there were two parties:—On one side was a moderate party, mindful of the sympathy extended by Great Britain to every effort towards reform in Turkey, who recognized that in the war in which His Majesty was already engaged, no Turkish interests were concerned, and welcomed the assurances of His Majesty and his Allies that neither in Egypt nor elsewhere would the war be used as a pretext for any action injurious to Ottoman interests. On the other side, a band of unscrupulous military adventurers looked to find in a war of aggression waged in concert with His Majesty's enemies means of retrieving the disasters, military, financial, and economic, into which they had already plunged their country. Hoping to the last that wiser counsels might prevail, His Majesty and his Allies, in spite of repeated violations of their rights, abstained from retaliatory action until compelled thereto by the crossing of the Egyptian frontier by armed bands, and by the unprovoked attacks on Russian open ports by Turkish naval forces under German officers.

His Majesty's Government are in possession of ample evidence that ever since the outbreak of war with Germany His Highness Abbas Hilmi Pasha, late Khedive of Egypt, has definitely thrown in his lot with His Majesty's enemies.

From the facts above set out it results that the rights over the Egyptian Executive of the Sultan or of the late Khedive are forfeited to His Majesty.

His Majesty's Government have already, through the General Officer Commanding His Majesty's Forces in Egypt, accepted exclusive responsibility for the defence of Egypt during the present war. It remains to lay down the form of the future Government of the country freed, as I have stated, from all rights of suzerainty or other rights heretofore claimed by the Ottoman Government.

Of the rights thus accruing to His Majesty, no less than of those exercised in Egypt during the last thirty years of reform, His Majesty's Government regard themselves as trustees for the inhabitants of Egypt. And His Majesty's Government have decided that Great Britain will fulfil the responsibility she has incurred towards Egypt by the formal declaration of a British Protectorate and by the Government of the country under such Protectorate by a Prince of the Khedivial Family.

In these circumstances I am instructed by His Majesty's Government to inform Your Highness that by reason of your age and experience you have been chosen as the Prince of the family of Mehmet Ali most worthy to occupy the Khedivial position, with the title and style of the Sultan of Egypt; and in inviting Your Highness to accept the responsibilities of your high office, I am to give you the formal assurance that Great Britain accepts the fullest responsibility for the defence of the territories under Your Highness against all aggression whencesoever coming. And His Majesty's Government authorize me to declare that, after the establishment of the British Protectorate now announced, all Egyptian subjects, wherever they may be, will be entitled to receive the protection of His Majesty's Government.

With Ottoman suzerainty there will disappear the restrictions heretofore placed by Ottoman *firmans* upon the numbers and organization of Your Highness' Army and upon the grant by Your Highness of honorific distinctions.

As regards foreign relations, His Majesty's Government deem it most consistent with the new responsibilities assumed by Great Britain that the relations between Your Highness' Government and the Representatives of Foreign Powers should be henceforth conducted through His Majesty's Representative in Cairo.

His Majesty's Government have repeatedly placed on record that the system of Treaties known as the Capitulations, by which Your Highness' Government is bound, are no longer in harmony with the development of the country; but I am expressly authorized to state that in the opinion of His Majesty's Government the revision of these Treaties may most conveniently be postponed until the end of the present war.

In the field of internal administration I am to remind Your Highness that, in consonance with the traditions of British policy, it has been the aim of His Majesty's Government, while working through, and in the closest association with, the constituted Egyptian authorities, to secure individual liberty, to promote the spread of education, to further the development of the natural resources of the country, and in such measure as the degree of enlightenment of public opinion may permit, to associate the governed in the task of government. Not only is it the intention of His Majesty's Government to remain faithful to such policy, but they are convinced that the clearer definition of Great Britain's position in the country will accelerate progress towards self-government.

The religious convictions of Egyptian subjects will be scrupulously respected, as are those of His Majesty's own subjects, whatever their creed; nor need I affirm to Your Highness that in declaring Egypt free from any duty of obedience to those who have usurped political power at

Constantinople His Majesty's Government are animated by no hostility towards the Khalifate. The past history of Egypt shows indeed that the loyalty of Egyptian Mahomedans towards the Khalifate is independent of any political bonds between Egypt and Constantinople.

The strengthening and progress of Mahomedan institutions in Egypt is naturally a matter in which His Majesty's Government take the deepest interest and in which Your Highness will be specially concerned, and, in carrying out such reforms as may be considered necessary, Your Highness may count upon the sympathetic support of His Majesty's Government.

I am to add that His Majesty's Government rely with confidence upon the loyalty, good sense, and self-restraint of Egyptian subjects to facilitate the task of the General Officer Commanding His Majesty's Forces, who is entrusted with the maintenance of internal order, and with the prevention of the rendering of aid to the enemy.—I have, etc.,

(Signed) MILNE CREETHAM.

REVIEWS.

War and the Empire: The Principles of Imperial Defence. By Colonel HUBERT FOSTER. R.E. London: Williams & Norgate.

Many of us have been puzzled by the naval strategy of the great war in which our country is engaged, not only civilians but those whose business is war, and it is therefore extremely interesting, as well as instructive, to read what Colonel Foster has to say on the principles of Imperial defence. We learn from a publisher's note that when this book was written its author expected it to be published in the earlier part of the year, but circumstances unfortunately delayed its reaching the publishers' hands until October. When we state that only a few verbal alterations were rendered necessary by the outbreak of the present hostilities, and that what Colonel Foster lays down as the probable course of events has been almost entirely fulfilled, it is not far in actual fact, it will be inferred that his contribution to warlike literature has a permanent value. In an early chapter, he lays it down that for the British Empire sea power is the fundamental condition for waging offensive war—the only effective form of Imperial defence. He deals with the British navy's difficult task in circumstances such as are being experienced in the North Sea at the present moment, when our navy, having practically gained the command of the sea, has still to watch an enemy fleet skulking behind fortifications. Dealing with the partial stoppage of trade in such an event, he says:—"To cripple our enemy's sea trade is to reduce his cash and credit, which are essential for his war and all private business. The flow of capital will cease. Factories and business houses will close down. Panics and failures will ensue. Business once lost is not soon or readily recovered. The effect on Germany has been thus foreshadowed by General Bernhardi: 'Let us imagine the endless misery which a protracted stoppage or definite destruction of our overseas trade will bring on the whole nation, and in particular on the masses of the industrial classes who live on our export trade.' It is likely that much pressure to stop the war will be brought to bear on the Government of the country so affected. Commerce and finance more and more assume their power to control policy." The realization of the contingency probably accounts for the persistency of the German attacks on the allied forces in Europe, and the complacency with which General Joffre contemplates a prolonged campaign on the western front. As at the beginning of the war, when Belgium so gallantly resisted the German advance, time is on the side of the Allies.

Colonel Foster, quoting several authorities of like opinion, warns his readers against exaggerating the importance of naval bases. "Their value is generally over-estimated. They are doubtless of consequence to a squadron in adjacent waters, but they are, except for docking purposes, by no means essential to its action. No superior navy need depend on a fortified base in war, for it can make use of any convenient undefended harbour, or even a roadstead, as an extemporised base, to which the stream of coal and supplies required can be directed. Such a stream of supply will be as well protected by the general action of the superior navy as the similar stream which must continuously flow to a defended coaling station." This should prevent us in Hongkong from having an exaggerated idea of our own importance! It would be interesting, by the way, to have Colonel Foster's opinion on the *Emden* and *Penang* affair. We learn that it was considerations like those above quoted that made the Admiralty insist on giving up Port Hamilton, the fine harbour in the south of Korea, and stopped the War Office fortifying Weihai-wei after it had been acquired from China.

There are many other points which we should have liked to quote, such as the reasons the author gives for the changes in the China squadron after Japan's defeat of the Russian fleet, but we have done enough to indicate the scope of this clearly written little work. It should be read by all who wish to grasp the essential principles governing the cooperation of the units of the Empire in its defence. When all is said and done, it is at the very centre that the Empire most needs defence. There are many references to Hongkong and the Eastern colonies and protectorates.

The Flag of England: Ballads of the Brave and Poems of Patriotism. Selected by J. W. FAWCETT. London: E. Arnold.

Mr. Fawcett has done an excellent thing in collecting the stirring ballads and poems with which our literature is enriched. From the anonymous ballads of Chevy Chase and Sir Patrick Spens and John Barbour's "Freedom" to Tennyson and Browning, Watson and Newbolt, Kipling and Bridges and Alfred Noyes, a period of over 700 years is covered, and the man must be cold-blooded indeed whose blood does not course more swiftly through his veins after reading this record in poetry of gallant deeds on sea and land or the inspired and inspiring work of the poets of the English-speaking races. For Whitaker, Oliver Wendell Holmes, Walt Whitman and Bret Harte find a place in this collection, and do not appear out of place under the caption chosen by Mr. Fawcett at a time when Britain is united with European allies in fighting the cause of modern civilisation against the atavism of Teutons and Turks. There are many noble poems here, but none, it appears to us, is nobler than Kipling's "Recessional," written at a time when our country was passing through dark hours of tribulation. What a contrast it is to "The Hymn of Hate," which just now appears to be the inspiration of the majority of the German people. If a gift book is wanted for boys, no more suitable work need be looked for than "The Flag of England." It is worthy of a place on the reading table of every patriotic Briton. Britain's greatness, we are thankful to say, does not rest solely to-day upon the gallantry of her soldiers and sailors, gallant though their needs have been in every land and on every sea, but in national honour and the principles of justice and true freedom, and the best evidence of this is to be seen in the whole-hearted manner in which her sons and daughters and the rulers and peoples of subject races have rallied to the Flag of England in the present crisis.

Lovers' Meetings. By KATHARINE TYNAN. London: T. Warner Laurie, Ltd.

This is a collection of sixteen smoothly written stories well calculated to bring soothing restfulness to the reader. Miss Tynan has mastered the difficult art of writing the short story that will hold the interest, and this collection is a sufficiently old-fashioned to be in striking contrast to the neurotic stuff that is being rushed to the press for consumption by neurotic people. The authoress has not lost faith in the basic goodness of human nature. She has varied her scenes as well as the character of her stories, and in all goodness and virtue prevail over wickedness and vice.

The Colour of the East. By ELIZABETH WASHBURN. London: Andrew Melrose, Ltd.

In a recent lecture before the members of the Royal Geographical Society, Mr. Rudyard Kipling spoke of the distinctive characteristics of national smells. It was a branch of geography that had suggested itself to some of us before, and the great literature had previously made use of the idea in his earlier writings; but to judge from the numerous letters that appeared in the newspapers as a result of the lecture. Since first the Portuguese and then the Dutch and after them the English rounded the southern cape of the African and American continents, the people of Europe have associated colours with Eastern lands and Eastern peoples. To them it is the gorgeous East, "the purple East," "the crimson East," "China," "the land of the blue-gown." Mrs. Washburn has set herself the difficult task of reproducing in rhetoric the colour and atmosphere of the East, and we do not remember having read anything so completely successful. She speaks in her preface of these writings as "a much-d

SHIPPING

ARRIVALS.

DAIWA MARU, Japanese str., 1,735, Goto, 25th January—Wakamatsu 18th January, Coal.—Mitsui Bishi Goshi Kaisha.

DAIEN MARU, Japanese str., 4,555, W. Nakagawa, 25th January—Dairen 18th January, General.—Chinese.

HAZATA MARU, Japanese str., 3,870, N. Kawashima, 25th January—Moji 20th January, General.—Nippon Yusen Kaisha.

KWANTAH, Chinese str., 2,315, Stewart, 25th January—Shanghai 22nd January, General.—Chinese.

LUOWOW, British str., 1,321, J. Meathrol, 24th January—Shanghai 21st January, General.—Butterfield & Swire.

LOKANG, British str., 877, B. W. Ritchie, 25th January—Hoikow 24th January, General.—Jardine, Matheson & Co.

NIPPON MARU, Japanese str., 3,460, K. Hashimoto, 25th January—Shanghai 22nd January, General.—Nippon Yusen Kaisha.

TUNG SHAN, British str., 2,508, J. W. Muir, 25th January—Singapore 18th January, Order.

TASALUSA, British str., 4,052, H. D. Clarke, 25th January—San Francisco 25th December, Bulk Oil.—Standard Oil Co.

LATEST STEAMER MOVEMENT.

The E. & A. str. *Aldenhay*, from Sydney, etc., left Manila for this port on the 25th January, and may be expected to arrive here on the 28th January, a.m.

SHIPPING IN PORT

STEAMERS.

ASIA MARU, Japanese str., 1,588, Y. Nishi, 23rd January—Weihaiwei 17th January, General.—Mitsui Bussan Kaisha.

BASHI MARU, Japanese str., 2,368, T. Soza, 23rd January—Keelung 21st January, General.—Dodwell & Co.

BEKONGAN, Dutch str., 2,447, Von Warden, 21st January—Daly 15th January, General.—Nippon Yusen Kaisha.

BODANG, Japanese str., 3,398, K. Kurozumi, 24th January—Moji 18th January, Flour and General.—Nippon Yusen Kaisha.

BOYARIN, Russian str., 1,818, G. Beiding, 20th January—Pakhoi 17th January, Rice.—Chinese.

CHENGUT, British str., 1,333, J. Speed, 21st January—Deli 10th January, Ballast.—Butterfield & Swire.

CHINGCHOW, British str., 1,196, J. Doyle, 20th January—Kwang Yew 19th January, Cement Stone.—Shewan, Tomes & Co.

DERWENT, British str., 1,600, J. Jenkins, 22nd January—Saigon 18th January, General.—Chinese.

HAITAN, British str., 1,183, J. W. Evans, 24th January—Swatow 23rd January, General.—Douglas LaPraik & Co.

HIKOSAN MARU, Japanese str., 2,901, Suzuki, 21st January—Mitsui Bussan Kaisha.

HONGKONG, British str., 1,350, Wilde, 22nd January—Swatow 21st January, General.—Jardine, Matheson & Co.

HUE, French str., 709, A. Cornelin, 22nd January—21st January, General.—A. R. Marty.

INDIA, British str., 2,950, Aldenhay, 17th January—Singapore 11th January, General.—Jardine, Matheson & Co.

JADE, French str., 293, J. Fannier, 22nd January—Haiphong 20th January, General.—Order.

KANCHOW, British str., 1,222, J. Gibbs, 22nd January—Shanghai 19th Jan., General.—Butterfield & Swire.

KIANG PING, Chinese str., 1,222, H. Udden, 22nd January—Chingkiang 16th January, General.—Order.

KUSCHOW, British str., 1,350, Martin, 24th January—Saigon 19th January, Rice.—Chinese.

MONTAGLE, British str., 3,953, F. L. Davis, 17th January—Bombay 1st January, Nil.—Canadian Pacific Railway Co.

PANAMA MARU, Japanese str., 3,755, J. Kanno, 23rd January—Tacoma 20th January, General.—Osaka Shosen Kaisha.

PIRA NANG, British str., 1,075, H. Flashman, 23rd January—Haiphong 21st January, Rice.—Order.

SHIMOTORO MARU, Japanese str., 2,470, T. Narito, 23rd January—Nagasaki 16th January, General.—Osaka Shosen Kaisha.

SUMATRA, Swedish str., 3,367, O. C. Nordfeld, 24th January—Singapore 13th January, General.—Swedish Trading & Co.

SUNOKANG, British str., 969, J. Robertson, 22nd January—Haiphong 19th January, General.—Butterfield & Swire.

TAMEN, Chinese str., 1,246, Westerlund, 23rd January—Shanghai 20th January, General.—Chinese.

TEN, British str., 1,368, Walker, 22nd January—Manila 19th January, General.—Butterfield & Swire.

TUNG CHINESE str., 1,071, Y. S. Gundersen, 24th January—Shanghai 24th January, Ballast.—Thoresen & Co.

UNAGIUS, British str., 1,340, A. Fraser, 23rd January—Saigon 8th January, General.—Chinese.

TENYU MARU, Japanese str., 7,263, Ernest Feat, 19th January—San Francisco 19th December, General.—Toyo Kisen Kaisha.

TONGLE, Chinese str., 682, Y. Honda, 24th January—Bangkok 15th January, Rice.—Order.

TOKA MARU, Japanese str., 1,910, Shimidzu, 24th January—Katsuo 17th January, Coal.—Mitsui Bishi Goshi Kaisha.

TOKYO, Norwegian str., 1,035, Corneliusen, 24th January—Bangkok 16th January, Rice.—Chinese.

UNKA MARU, Japanese str., 2,588, Tasaki, 24th January—Wakamatsu 18th January, Coal.—Mitsui Bussan Kaisha.

VAP, Norwegian str., 873, J. Jobsen, 21st January—Hoikow 20th January, General.—Chinese.

WIMBIDON, British str., 2,430, J. Cantell, 21st January—Chingwantao 11th January, Coal.—Dodwell & Co.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NUBIA	Brit. str.	1	A. B. Garwood, R.F.S.	P. & O. S. N. Co.	On 28th inst. at Noon.
LONDON & SINGAPORE VIA PENANG, COLOMBO, &c	RADNORSHIRE	Brit. str.	1	A. Collyer	JARDINE, MATHESON & CO., LD.	On 30th inst.
MARSHALLS LONDON & VIA SINGAPORE, &c	NAMUR	Brit. str.	1	E. Koo	P. & O. S. N. Co.	On 31st Mar. at Noon.
MASSILLAS LONDON & VIA SINGAPORE, &c	KATON MARU	Jan. str.	1	M. Koo	NIPPON YUSEN KAISHA	On 23rd inst. at 10 a.m.
NEW YORK VIA PORTS & SUEZ CANAL	CORDELLIER	Fre. str.	1	M. Koo	MESSAGERIES MARITIMES	On 23rd inst. at 1 p.m.
VICTORIA, B.C., & TACOMA VIA KOREA & JAPAN	TACOMA MARU	Jan. str.	1	K. Kanno	OSAKA SHOSEN KAISHA	On 23rd inst. at 3 p.m.
VICTORIA, B.C., & TACOMA VIA KOREA & JAPAN	PANAMA MARU	Jan. str.	1	K. Asakawa	OSAKA SHOSEN KAISHA	On 23rd inst. at 3 p.m.
VICTORIA, B.C., & TACOMA VIA KOREA & JAPAN	SANO MARU	Jan. str.	1	K. Asakawa	OSAKA SHOSEN KAISHA	On 23rd inst. at 3 p.m.
VICTORIA, B.C., & TACOMA VIA KOREA & JAPAN	CHIMES PRINCE	Brit. str.	1	A. J. Hall	CANADIAN PACIFIC R.R. CO.	On 23rd inst. at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c	CHIMES PRINCE	Brit. str.	1	E. Bent	TOYO KISEN KAISHA	On 23rd inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	TENTO MARU	Jan. str.	1	Emery Rice	PANAMA MARU S.S. CO.	On 23rd inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	MONGOLIA	Am. str.	1	J. Hill	PACIFIC MAIL S.S. CO.	On 23rd inst. at Noon.
MEXICAN PORTS & CHINA PORTS VIA JAPAN	PERIA	Am. str.	1	T. Sato	TOYO KISEN KAISHA	On 23rd inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	ANTO MAUR	Jan. str.	1	G. L. Smith	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, &c	HITACHI MARU	Jan. str.	1	S. Wada	THE BANK LINE, LIMITED	On 23rd inst. at Noon.
KOBE & YOKOHAMA	ADRIAN	Brit. str.	1	E. J. Tadd	JARDINE, MATHESON & CO., LD.	On 23rd inst. at Noon.
NAOYAKI, KOBE & YOKOHAMA	SHIBUYA MARU	Jan. str.	1	Soyeda	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
SHANGHAI	KANGHONG	Brit. str.	1	E. H. Laver	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
SHANGHAI VIA SWATOW	LAISAO MARU	Jan. str.	1	S. Spencer-Wilde	JARDINE, MATHESON & CO., LD.	On 23rd inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA	KANGHONG	Brit. str.	1	Sakamoto	JARDINE, MATHESON & CO., LD.	On 23rd inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA	ORIENTAL	Brit. str.	1	A. L. Volantini	P. & O. S. N. Co.	On 23rd inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA	LUOWOW	Brit. str.	1	J. Meathrol	MESSAGERIES MARITIMES	On 23rd inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA	V. CROZAT	Fre. str.	1	Lloyd Jones	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
SHANGHAI	CHENAN	Brit. str.	1	S. Pinderson	JARDINE, MATHESON & CO., LD.	On 23rd inst. at Noon.
SHANGHAI	CHOYANG	Brit. str.	1	Babb	DAVID SASSON & CO., LD.	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	UNITA	Brit. str.	1	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	KAWACHI MARU	Jan. str.	1	Nakamura	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	NAMUR	Brit. str.	1	A. Collyer	P. & O. S. N. Co.	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	THIMARONE	Dut. str.	1	K. Hattori	JAVA-CHINA-JAPAN LINE	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	SORU MARU	Jan. str.	1	E. Yamamoto	OSAKA SHOSEN KAISHA	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	KANO MARU	Jan. str.	1	S. Tokishige	OSAKA SHOSEN KAISHA	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	DANGI MARU	Jan. str.	1	J. W. Stewart	DOUGLAS LAIPRAIK & CO.	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAITAN	Brit. str.	1	W. C. Passmore	DOUGLAS LAIPRAIK & CO.	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	A. B. Hodgins	DOUGLAS LAIPRAIK & CO.	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	Sidford	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	W. G. G. Leek	JARDINE, MATHESON & CO., LD.	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	E. Forsyth	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	Leary	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	D. A. Gardiner	JAVA-CHINA-JAPAN LINE	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	Kawashima	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	J. Robertson	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	D. W. Blakely	JARDINE, MATHESON & CO., LD.	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	H. Mathias	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
SHANGHAI MOJI & KOBE	HAUNING	Brit. str.	1	McCallum	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAI VIA SWATOW "HANGKANG" Wednesday, 27th Jan., D'light.

HOIKOW & HAIPHONG "LOONGSANG" Thursday, 28th Jan., 8 a.m.

MANILA "LAISAO" Saturday, 30th Jan., 3 p.m.

K JBB "CHONGYANG" Tuesday, 2nd Feb., D'light.

LANGHAI "KANGHONG" Tuesday, 2nd Feb., D'light.

MANILA "KANGHONG" Saturday, 6th Feb., 3 p.m.

SHANGHAI & KOBE "KANGHONG" Tuesday, 9th Feb., D'light.

FOR THE MANILA CARNIVAL—January 31st, to 7th February, 1915.

A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 23rd and 30th January, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

RETURN TOUS TO JAPAN

The Steamers "Kotsang," "Namsang" and "Fookwang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the "Yamaguchi," "Kumang," and "Kumang," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Passengers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Choo, Fui, Dai, W'nd, N'ghang.

Taking Cargo on Through Bills of Lading to Kaitai, Lahad, Dava, Simpona, Tawau, Unkan.

Telephone No. 215, Sub. Ex. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 26th January, 1915. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR LONDON "RADNORSHIRE" On 30th Jan.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

For Freight and Further Particulars, apply to Telephone No. 215 Sub. Ex. No.

JARDINE, MATHESON & Co., LTD.

Hongkong, 15th January, 1915. AGENTS

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA Sailing WED'DAY, 17th Feb., at 1 P.M.

PERSIA (via Manila) TUESDAY, 2nd Mar., at Noon.

KOREA TUESDAY, 9th Mar., at 1 P.M.

SIBERIA WED'DAY, 17th Mar., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moreau, the world-famous chef.

Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, Filipino orchestra, deck games, dancing, etc.—are all at your disposal throughout the trip.

The Safety and Comfort of Passage is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

B. C. MORTON, AGENT,

KING'S BUILDINGS.

TEL. No. 141.

CANADIAN PACIFIC RAILWAY CO.'S

STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

Will sail from HONGKONG FOR

VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

24TH FEBRUARY AND 1ST MAY.

Subsequent dates of sailing will be announced later.

PASSAGE RATES:—

VANCOUVER £31; LONDON £43 AND £45.

Rates to other Ports furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 16th January, 1915.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

AUSTRALIA, INDIA, ADEEN,

EGYPT, MEDITERRANEAN,

PORTS, SUEZ AND

LONDON.

THROUGH BILL OF LADING ISSUED FOR

SATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"NUBIA"

Captain A. B. Garwood, R.N., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on FRIDAY, the 28th January, 1915, at Noon, taking Passengers and Cargo for the above Ports, in accordance with the above Bill of Lading, in which vessel is secured before departure from Hongkong.

Silk and Valuables and Ties and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped at the "Nubia" in London on the 18th March, 1915.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 18th January, 1915.

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA JAPAN PORTS

AND PANAMA CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR Coast.)

S.S. "CHINESE PRINCE."

On or about 8th Feb.

For Freight or information apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 19th January, 1915. [183]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOUGH, IMMINGHAM, LONDON AND STRAITS.

THE Steamship

"GLENGYLE"

Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 5 p.m. To-day.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 28th inst., at 10 a.m.

All Claims must be presented within FIFTY DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,

Agents.

Hongkong, 21st January, 1915. [198]

PASSENGERS.

ARRIVED.

Per Kwangtsh, from Shanghai, Capt. Malcolm.

Per Luckow, from Shanghai, Mrs. Granberg, Mr. Maser, Miss Clark, Miss Benham, Captain Ehrhardt, Mr. J. Rosenthal and Rev. Father Foreman.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	NO SAIL	REMARKS
SHANGHAI	ORIENTAL	29th Jan	Freight and Passage.
LONDON VIA USUAL PORTS	NUBIA	Noon	See Special Advertisement.
SHANGHAI, MOJI, KOBE, NAMUR and YOKOHAMA	Capt. A. B. Garwood, R.N.	29th Jan	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. A. Collyer	10 A.M.	Freight and Passage.
MARSEILLES		31st Mar.	

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th January, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	NO SAIL	REMARKS
PAKHOI and HAIPHONG	"SUNGKIANG"	On 26th Jan. Noon	
MANILA, CEBU and ILOILO	"TEAN"	On 26th Jan. 4 P.M.	
SHANGHAI	"KANGHOU"	On 26th Jan. 4 P.M.	
BANGKOK	"KALGAN"	On 26th Jan. 4 P.M.	
SHANGHAI	"LUCHOW"	On 28th Jan. 4 P.M.	
HAIPHONG	"KATONG"	On 30th Jan. 11 A.M.	
SHANGHAI	"CHENAN"	On 31st Jan. 11 A.M.	
HAIPHONG	"HOIHOW"	On 31st Jan. 8 A.M.	
MANILA, CEBU and ILOILO	"KUEICHOW"	On 2nd Feb. Noon	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHIMHUA" "TAMING" and "TEAN". Excellent Saloon accommodation. Amplest, Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".

SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI" and "CHENAN". The S.S. "KANGHOU" "LUCHOW" "LUCHOW" and "YINGGEOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 26th January, 1915

TELEPHONE 35. AGENTS.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 28th Jan.	On 19th Feb. 11 A.M.
ALBION		
ST. ALBANS		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "UMTA" 5,422 tons, Captain, Babb will be despatched for SHANGHAI, KOBE and MOJI on 4th February.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 15th January, 1915.

AGENTS

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 26th Jan. at 1 P.M.	
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 29th Jan. at 1 P.M.	
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 3rd Feb. at 1 P.M.	

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 27th Jan. at 1 P.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARPAIK & Co.,

Hongkong, 25th January, 1915.

GENERAL MANAGERS.

TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES. 26th Jan.
NIPPON MARU	11,000—18 knots	TUESDAY, 5th Feb.
SHINYO MARU	22,000—21 knots	TUES. 23rd Feb.
CHIYO MARU	22,000—21 knots	TUES. 23rd Mar.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

" " " " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. CO. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed.	Sails
ANYO MARU	18,500—15 knots	Wedday, 10th Mar.

For Full Particulars as to Passage and Freight apply to—

O. WURU, ACTING AGENT,

King's Building.

TELEPHONE 291.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 18th Jan. at 3 P.M.
"PANAMA MARU"	J. Kaseo	THURSDAY, 4th Feb. at 3 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Passengers.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	MONDAY, 15th Feb. at Noon.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 31st Jan. at 10 A.M.
"DAIUN MARU"	K. Murakami	SUNDAY, 17th Feb. at 10 A.M.

FOR ANRING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WEDNESDAY, 3rd Feb. at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and Depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	V. CIOTAT	On 26th January.

HOMEWARD

MARSEILLES VIA PORTS ... CORDILLERE ... On 6th Feb. at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS. TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON	KATOKI MARU	19,000	THURSDAY, 28th Jan. at 10 A.M.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU	16,000	THURSDAY, 11th Feb. at 10 A.M.
VICTORIA, B.O. and SEATTLE VIA SHANGHAI	SADO MARU	12,500	TUESDAY, 9th Feb. at Noon.
MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 23rd Feb. at Noon.
SYDNEY and MELBOURNE	HITACHI MARU	18,500	FRIDAY, 12th Feb. at Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	13,500	FRIDAY, 12th Mar. at Noon.
CALCUTTA VIA SINGAPORE	HAKATA MARU	12,000	WEDNESDAY, 27th Jan. at Noon.
PENANG and RANGOON	BOMBAY MARU	5,000	TUESDAY, 26th Jan. at Noon.
BOMBAY and COLOMBO	COLOMBO MARU	5,000	WEDNESDAY, 27th Jan. at Noon.
SHANGHAI, KOBE and YOKKAICHI	KAWACHI MARU	12,500	MONDAY, 15th Feb. at Noon.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	13,500	TUESDAY, 9th Feb. at Noon.
KOBE and YOKOHAMA	MISHIMA MARU	16,000	TUESDAY, 2nd Feb. at 11 A.M.

\$ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong.
KATOKI MARU	20,000 Tons	Thurs. 29th Jan.
KAMO	16,000 "	" 11th Feb.
KASHIMA	20,000 "	" 11th Feb.
MISHIMA	16,000 "	" 11th Mar.
SUWA	25,000 "	" 25th Mar.
ATSUTA	16,000 "	" 8th Apr.
YABAKA	25,000 "	" 22nd Apr.
MIYABAKI	16,000 "	" 6th May.
KITANO	16,000 "	" 20th May.
FUSHIMI	25,000 "	" 3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong.
SADO	12,500 "	Tues. 9th Feb.
YOKOHAMA	12,500 "	" 23rd Feb.
AWA	12,500 "	" 9th Mar.
SEIZUOKA	12,500 "	" 23rd Mar.
TAMBA	12,500 "	" 6th Apr.
AKI	12,500 "	" 20th Apr.
SADO	12,500 "	" 4th May.

For Further Information as to Freight, Sailing, &c. apply to—

T. KUBUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKEING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamers	Steamers to	Leave	Leave	Connecting Steamers	Due at	Due at
from YOKOHAMA	to	SHANGHAI	HONGKONG	from MARSEILLES and LONDON	MARSEILLES	PLYMOUTH
Jan. 18	NUBIA	Jan. 25	Noon	MOULTAN	Friday	Thursday
Mar. 1	ORIENTAL	Feb. 8	Feb. 12	MOLDAVIA	Feb. 27	Mar. 5
Mar. 1	MALTA	Feb. 23	Feb. 27	EGYPT	Mar. 12	Mar. 19
Mar. 1	SABDINIA	Mar. 8	Mar. 12	MEDINA	Mar. 27	Apr. 2
Mar. 29	ASSAYE	Mar. 22	Mar. 26	MONGOLIA	Apr. 10	Apr. 16
Apr. 12	ORIENTAL	Apr. 5	Apr. 9	MALWA	Apr. 24	Apr. 30
May 10	MALTA	Apr. 20	Apr. 24	MOREA	May 8	May 14
	SABDINIA	May 3	May 7	MAJOJA	May 22	May 28
	NUBIA	May 17	May 21	MOULTAN	June 5	June 11
					June 19	June 25

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday. Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon	Accommodation Single £65. Return £97.
2nd Saloon	" " " £59. " £89.
	" " " £44. " £66.
	" " " £40. " £60.
MARSEILLES	
1st Saloon	Accommodation Single £61. Return £91.
2nd Saloon	" " " £55. " £85.
	" " " £42. " £63.
	" " " £38. " £58.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL EMANATE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	YAMAHA	SHANGHAI	HONGKONG	FROM	MARSEILLES	LONDON
NAMUR	about	about	about	about	about	about
NORE	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NELLORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 27
NAGOYA	Apr. 26	May 7	May 12	May 18	June 15	June 24
	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return. FARES TO MARSEILLES: 1st Saloon £46 Single; £61 Return. 2nd Saloon £33 Single; £48 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10% For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

POST OFFICE NOTICE.

The *Menelaus*, with Mails from Europe via Negapatam, is due to arrive here to-day.
The *Oriental*, with the ENGLISH MAIL, left Singapore on Friday, the 22nd inst., and is due to arrive here to-morrow, at 7 a.m.

FOR	DATE	TIME
Haiphong	Tuesday, 26th	9.00 A.M.
Port Lloyd and Haiphong	Tuesday, 26th	9.00 A.M.
Pakoi and Haiphong	Tuesday, 26th	10.00 A.M.
Straits, Ceylon and India via Bombay	Tuesday, 26th	10.00 A.M.
Haitou and Haiphong	Tuesday, 26th	10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, via YAGASAKI, HONOLULU, U.S.A., SOUTH AMERICA, and CANADA via SAN FRANCISCO, and UNITED KINGDOM via CANADA (EUROPE via SIBERIA) (Tientsin-Pukow Service Shanghai Brit. P.O. Friday, 29th inst.)	Tuesday, 26th Registration	10.00 A.M. Letters 11.00 A.M.
Batavia	Tuesday, 26th	NOON
Swatow, Amoy and Foochow	Tuesday, 26th	1.00 P.M.
Shanghai and North China	Tuesday, 26th	3.00 P.M.
Philippine Islands	Tuesday, 26th	3.00 P.M.
Bangkok	Tuesday, 26th	3.00 P.M.
Swatow, Shanghai and North China	Tuesday, 26th	4.30 P.M.
Straits, Rangoon and India via Calcutta	Wednesday, 27th	11.00 A.M.
Swatow via Kuchinotzu, Victoria, Vancouver, Tacoma, Seattle and United King- dom via Canada	Wednesday, 27th	NOON
Haitou and Haiphong	Wednesday, 27th	1.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) (Tientsin-Pukow Service Shanghai Brit. P.O. Monday, 1st Feb.)	Wednesday, 27th	4.00 P.M.
Straits, Ceylon, Mauritius and United Kingdom	Thursday, 28th	9.00 A.M.
Japan via Moji, Victoria, Tacoma and United Kingdom via Canada	Thursday, 28th	1.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) (Tientsin-Pukow Service Shanghai Brit. P.O. Monday, 1st Feb.)	Thursday, 28th	2.00 P.M.
Straits, Batavia, Cheribon, Samarang, and Sourabaya	Friday, 29th	10.00 A.M.
Swatow, Amoy and Foochow	Friday, 29th	1.00 P.M.
Haiphong	Saturday, 30th	10.00 A.M.

BANKS

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

Paid-up Capital £1,200,000
Reserve Fund £1,200,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year at
shorter periods at rates which will be quoted
on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [118]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Funds \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
Reserve Liability of Proprietors \$15,000,000

COUNCIL OF DIRECTORS:
Hon. Mr. D. L. LAMDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. DODD, Esq., F. H. HOLYK, Esq.,
G. T. M. EDWARDS, Esq., J. A. PLUMMER, Esq.,
C. S. GUBBY, Esq., Hon. Mr. E. SHOLLER.

CHIEF MANAGER:
Hongkong—N. J. STARR.
MANAGER:
Shanghai—A. G. STEPHEN.

LONDON COUNTY AND WESTMINSTER
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 5
per cent. per annum on the Daily Balance.
On Fixed Deposits:
For 6 months, 3½ per cent. per annum.
For 9 months, 4 per cent. per annum.
For 12 months, 4½ per cent. per annum.
N. J. STARR,
Chief Manager.
Hongkong, 11th November, 1914. [9]

THE MERCANTILE BANK OF
INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed £1,500,000
Paid-up £1,500,000
Reserve Fund £1,500,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business
transacted.
INTEREST allowed on Current Account
at 5 per cent. per annum on Daily Balance
and on Fixed Deposits at rates which may
be ascertained on application.

A. E. LINTON,
Manager.
Hongkong, 10th July, 1913. [119]

NEDERLANDSCH-INDISCH
HANDELSBANK

(NEDERLANDSCH-INDISCH COMMERCIAL BANK)
ESTABLISHED 1865.

Authorized Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital ... Fl. 29,907,500 (£2,500,000)
Reserve Fund ... Fl. 7,705,500 (£647,135)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.

SWISS BANKING CO.

The Bank transacts every description of
Banking and Exchange business, receives
money on Current Account and on Fixed
Deposits at rates which may be ascertained
on application.

G. A. DUNLOP, Manager,
No. 8, Des Voeux Road Central,
Hongkong, 17th November, 1914. [12]

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.—	January 26th.
Telegraphic Transfer	100
Bank Bills, on demand	100
Bank Bills, at 30 days' sight	100
Bank Bills, at 4 months' sight	100
Credits, at 4 months' sight	100
Documentary Bills 4 months' sight	100
ON PARIS.—	
Bank Bills, on demand	22½
Credits, at 4 months' sight	22½
ON GERMANY.—	
On demand	nom.
ON NEW YORK.—	
Bank Bills, on demand	45½
Credits, at 60 days' sight	nom.
ON HONGKONG.—	
Telegraphic Transfer	nom.
Bank, on demand	133½
ON CALCUTTA.—	
Telegraphic Transfer	nom.
Bank, on demand	133½
ON SHANGHAI.—	
Bank, at sight	78
Private, 30 days' sight	nom.
ON YOKOHAMA.—	
On demand	81½
ON MANILA.—	
On demand	87½
ON SINGAPORE.—	
On demand	75½
ON BATAVIA.—	
On demand	107
ON SAIGON.—	
On demand	5½ p.m.
ON BANGKOK.—	
On demand	87½
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$7.70
BAR SILVER, per oz.	22½
SUBSIDIARY COINS.	
Hongkong ... 20 cents pieces	\$15.80 discount.
Hongkong ... 10	\$16.20

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the
Minimum Monthly Balance at 3½ per cent.
per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 2nd November, 1914. [10]

SHARE LIST.—QUOTATIONS.

HONGKONG, 25th JANUARY, 1915.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON BALANCE OF LAST DIVID.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, sales	
China Borneo Company, Limited	60,000	\$12	all	\$11	
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7.90, buyers	
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 130	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6, buyers	
(in Liquidation)					
Dairy Farm Company, Limited	40,000	\$7½	all	\$35, sellers	
DOCKERS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$70, sellers	
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$57½, sellers	
New Amoy Dock Co., Limited	10,000	\$10	all	\$10	
Sh'hai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 51	
Sh'hai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 90, buyers	
Green Island Cement Co., Limited	400,000	\$10	all	\$53	
Hongkong Electric Co., Limited	60,000	\$10	all	\$37, sellers	
Hongkong Hotel Company Limited	20,000	\$50	all	\$124, buyers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$190	
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25, buyers	
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$5	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5½	all	\$5.20, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	all	\$340, sellers	
China Fire Insurance Co., Limited	20,000	\$100	all	\$150, buy	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	all	\$385, buyers	
North China Insurance Co., Limited	10,000	\$15	all	Tls. 158, buyers	
Union Insurance Society, Limited	12,400	\$250	all	\$790	
Yangtze Insurance Association, Ltd.	12,000	\$100	all	\$200, buyers	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$114, sellers	
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$99, buyers	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	\$71	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$30	
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	Tls. 100	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	\$71	
West Point Building Co., Limited	12,500	\$50	all	\$41, buyers	
Maatshappij tot Nijverheid, Boecan- landbouw exploitatie in Langkat	250,000	Gds. 10	all	Tls. 41, buyers	
MISCELLANEOUS.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32½, sellers	
Heawood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$2.35, buyers	
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$19, buyers	
Tronoh Mines, Limited	160,000	\$10	all	\$10.65, buyers	
Peak Tramways Co., Limited	50,000	\$10	all	\$10.65, buyers	
Pulpes et Papeteries du Tonkin Societe des	15,200	\$50	all	\$50	
REFINING.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$86, buyers	
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$13½	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$30	
Douglas Steamship Co., Limited	20,000	\$25	all	\$19, buyers	
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$86, sellers	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$27	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$38, sellers	
Star Ferry Company, Limited	40,000	\$25	all	\$28	
South China Morning Post, Limited	5,000	\$10	all	\$4, sellers	
Steam Laundry Company, Limited	20,000	\$5	all	\$5	
SCOTCH AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$5	all	\$6½, sellers	
Watson & Co., A. S., Limited	92,000	\$10	all	\$7, sellers	
Union Waterboat Co., Limited	50,000	\$10	all	\$18	

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1887	Tls. 767,200	Tls. 250	7½ p. annum	Par.

VERNON & SMYTH, Share Brokers.

“THREE CASTLES” “DIAMOND” SIZE GOLD
TIPPED CIGARETTES.

THREE CIGARETTES ARE SPECIALLY ROLLED BY HAND FOR LADIES,
AND SOLD BY ALL TOBACCONISTS.



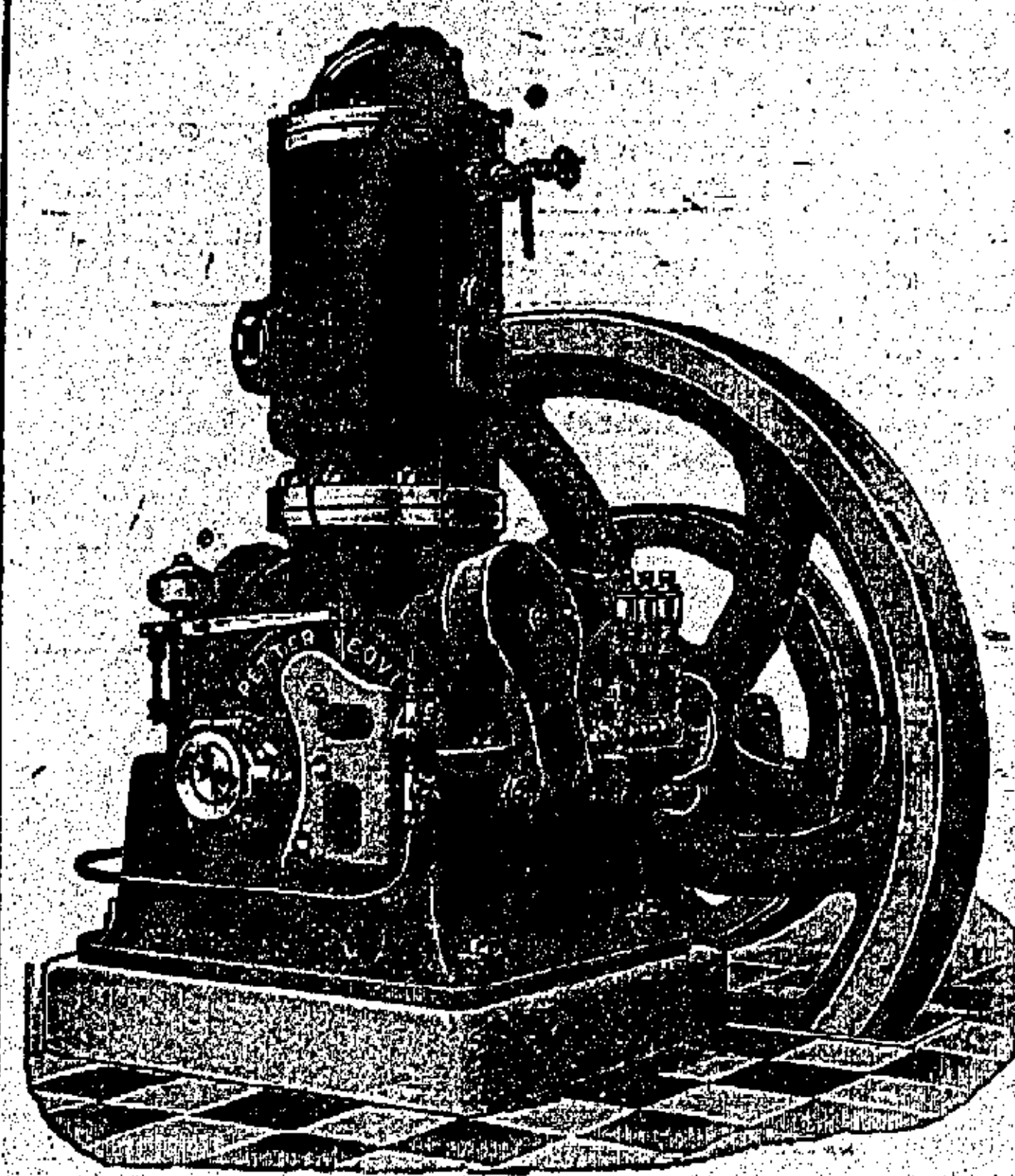
75 Cents a Tin of 40 Gold-Tipped
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Send Coupons for case to—
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**BRITISH-AMERICAN TOBACCO
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In each tin there is one coupon and
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THICK CREAM.

JUST LIKE THE FINEST COUNTRY CREAM
BUT IT HAS
NO PRESERVATIVES, NO IMPURITIES.
100% PURE.

MAKES THE DINNER BETTER.
ENRICHES THE FRUITS, ICES AND SAUCES.
AN ADDITION TO THE DIETARY FOR THE DELICATE,
THE CHILDREN AND THE EPICURE.

MILKMAID BRAND.

IN 3 SIZES, SMALL, MEDIUM AND LARGE.
SOLD AT ALL STORES.

RULES FOR FREE TRIAL TINS.

You may select any Reference Number—
it saves a Non-De Plume—Cut out the
adjoining piece and post it to MILKMAID
P. O. Box 351, Hongkong.
Each week twelve applicants will be
selected to receive a large size tin of
Thick Cream, free of charge.

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Name _____
Address _____
Cut this out and post to MILKMAID P. O. Box 351, Hongkong.

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